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The
INTERNATIONAL
TEAMSTER

A German Pastor Speaks

BY LESTER M. HUNT

REV. MARTIN NIEMOLLER, the German pastor, has become quite a hero to some Americans these past few years since he was imprisoned by Hitler, supposedly for opposing the Nazi program.

Niemoller typified the "good Germans" with which Germany was populated in the minds of soft-hearted Americans. When Niemoller got out of prison Germany would echo with the tramp of feet, marching not to war but to Sunday school, they told us.

Had not Niemoller risked his life for the Christian principles he preached from his pulpit?

It now develops that Niemoller did not risk his life for Christian principles. In fact, he offered it for Nazi principles! He volunteered to fight for Hitler, the man who had closed his church and put him in a concentration camp.

Who says so? Niemoller himself! He amazed allied war correspondents who interviewed him recently on his release by Americans from a German concentration camp. They expected from Niemoller a spiritual rallying cry that would electrify the world and unite the "good Germans" behind the principles Niemoller professed from his pulpit.

But no such call came. Only the sordid confession that Niemoller, the man of God, had volunteered to serve Hitler as a submarine officer. He had offered his life to perpetuate in Germany and extend over the world the hideous Hitler philosophy, enforced by such beasts as Himmler, Goering, Goebbels, Ley, etc.

He offered his life to make a concentration camp of the entire world under a bloody heresy that would have destroyed all religion. That was what the Rev. Martin Niemoller, the "good German," did.

And when questioned in astonishment by the war correspondents, Niemoller offered only the brutal justification:

"What else could a German do?"

If the soft-hearted Americans who made a martyr of Niemoller are allowed to dictate our policy against Germany it won't be long before the "good Germans" will be at our throats again, for a third time.

Twice, in a single generation, they have slaughtered our sons. Already they are sharpening their knives again.

What else would a German do?

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

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No. 8

Tobin Answers Employer Criticism Gives Advice to American Trucking Association

BY DANIEL J. TOBIN

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THE general president of your International union has been taken to task by *Transport Topics*, a publication representing the American Trucking Association, Inc., with headquarters in Washington, D. C. Morris H. Glazer is the editor, and J. Paul Wilson is the assistant editor.

Of course we do not expect very much flattery from the trucking employers' official publication. I can never remember anything constructive in the publication; in the way of advice to the members of the American Trucking Association.

They never disagree with their members. They never even write anything that would possibly hurt the feelings of any of their members. That's the reason that the motor trucking organizations throughout the country seem to get nowhere very fast.

They are in the same struggle now to get along as were the owners of the old horse-drawn vehicles, except that today over-the-road trucking is under the supervision of the Interstate Commerce Commission and the Office of Defense Transportation.

Even then, if those organizations of truck owners would work in something like harmony with each other and form a program not to destroy labor unions or weaken the prestige and influence of legitimate labor

organizations, but to build up for themselves a business from which an honest, fair profit could be obtained—if such advice were continually hammered into the members of the American Trucking Association, Inc., they might get somewhere some time.

I have been reminded by this publication of the employers that in 1940, at the convention of the International Brotherhood of Teamsters, I advised the members of the Teamsters' Union throughout the nation that there was a saturation point in wages and hours, etc.

Of course that quotation from the president's address just suited the membership of the truckers' organizations. This writer for the employers did not go on to quote the other statements made by the general president, even in that same address to the delegates to the Teamsters' convention assembled in Constitution Hall, Washington, D. C.

Nor did he refer to the fact that since 1940 our country has been drawn into two wars that have endangered our safety and the freedom of the world. Nor did he refer to the fact that there might be some reason for truck drivers and other drivers demanding a higher wage to meet the extremely high increased cost of living.

When I addressed the Teamsters' convention and made the statement quoted in *Transport Topics* by the editor of that publication, I was basing my statement on normal conditions existing at that time.

I am also quoted in this same publication as mildly condemning the War Labor Board, in my address before that body on June 4, 1945, for the failure of the War Labor Board to recognize the increased cost of living, which is far greater than the Little Steel 15 per cent measuring rod which is being applied in many instances to decisions in which our members are involved.

Let me remind the members of the American Trucking Association, Inc., that when I returned from England, where I had been sent by the President of the United States

to investigate labor conditions, I reported back to the President that as the cost of living increased for the workers, their wages were automatically increased by subsidies from the government.

In other words, if the industries involved were not able to meet the increased cost of living by increased wages, then the government, by subsidies, met the increased cost of living to the workers of England by an equal increase in wages.

Of course we will be answered now by the trucking association spokesman stating, "Well, why doesn't Mr. Tobin get the government to subsidize the trucking industry?"

Simply because it is not Mr. Tobin's business to get the government to take such action. It is the business of large industries to prove to the government that they need subsidies; that they are not able to meet the increased cost of living for the workers by increased wages; and thereby bring about such conditions themselves.

Farmers, cattle raisers and those who raise produce and many other industries have been subsidized by the government. Railroads have been given loans and in some instances rehabilitated because they have organizations that are not devoting their whole time trying to destroy the organizations of their employees. They are doing constructive work.

The writer of the editorial in *Transport Topics* of June 11, 1945 did not repeat what I said before the War Labor Board relative to the employers in our industry. I stated that most of those employers had nothing when they started and many of them had nothing now; some of them went out and bought a couple of trucks on the installment plan and have added to those trucks and most of them have taken every dollar they could out of the business in wages for themselves and their associates. I said further that the demoralization in the trucking business, wherever it obtained, was due to cut-throat competition in the industry.

Of course I will now be reminded that

they cannot raise their rates; that the Interstate Commerce Commission will not permit them to do so. That may be true, but the Interstate Commerce Commission is a human government institution, and if they can be shown the necessity for increased rates, their job is to grant relief.

We have had instances where truckers did not desire an increase in rates because then they said—"We would perhaps be driving the business back to the railroads."

That's the most senseless statement that could be made. In the first place, trucking, the hauling of merchandise, especially in less-than-carload lots, is much more serviceable and convenient and much cheaper for the shipper than any other kind of transportation.

When goods are loaded at the shipping platform of a corporation and delivered, without changing at the other end, to the door of the consignee, that means not only a saving in handling but in most instances a saving of time, because it can be proven that between Chicago and New York or Boston, the efficiency, including the cutting down of the time of transport, is to the advantage of the shipper and the consignee.

Yes, I admit that large shippers dealing with truckmen will, of course, go to the Interstate Commerce Commission and make the plea that if they increase the rates of truckmen they will have to add that increase to the cost of the article and the public will have to pay.

That's the old argument, which means nothing except for argument's sake; and such argument is emphasized by clever lawyers who present the case of the shippers.

And then they go to the truckmen's association, where there is no organization with any force or power or sincerity, and they say, "We will not pay any increased rate even for local hauling. We will put on our own trucks, or we will give it to somebody else." Then they go out and find somebody else in the trucking business to carry on at the old rates, thereby cutting the throats of

the men in the trucking business who are endeavoring to raise their rates.

Thirty-eight years ago, as a business agent in Boston and when I first became president of the International Union in 1907 and in the years following my election, I participated in wage conferences, both as a business agent in Boston and as International president in Chicago, Philadelphia, New York and other places, and it was the same old argument then when we were looking for one dollar a week raise, as it is now.

The truckmen could not pay; they were broke; they were working at a loss; they were going into debt, etc. The average wages then were about \$12 or \$14 a week. As a result of the work of our organization and our successful attempt to better the conditions of our members, we have also raised the standard of the employment and made money for the employers, even though there are some weak spots, as described above.

We are not writing this article for the purpose of apologizing to the trucking employers' organizations. We would like to be helpful to them, but first they must help themselves by stronger organizations, whose members work together, and do not devote their whole time and most of their efforts to weaken the Teamsters' Union.

That cannot be done. The Teamsters' Union will grow stronger as time goes on, because the majority of its members and its functions are based on loyalty and helpfulness to one another, and we do not devote our time trying to weaken or destroy the truckmen's organizations.

On the contrary we wish the truckmen's organizations were stronger and more helpful to their members, and that their members, in turn, would be more loyal to one another and would work together, to the end that an honest return can be obtained on any honest investment.

Morris Glazer, Paul Wilson, why don't you write and tell how the Teamsters' Union, with Tobin, is trying to save some

of your business and protect you from the railroads, which are trying even now to gobble you up as they have done in some places, by back-door methods.

Or write about how the Teamsters' Union expelled agitators and troublemakers who caused unlawful strikes. And how, after the courts sustained the Teamsters' Union (and Tobin), some of your members pleaded with us to take back the lawbreakers and wrongdoers. Or you might write about the Chicago outfit of truck drivers and tell how the International Brotherhood tried to observe law and order and keep their men working, even though dissatisfied with War Labor Board decisions.

Or perhaps your members would rather deal with an independent outfit, such as

they have in Chicago, whose leaders hold themselves beyond the law and are not responsible to anyone.

You might be interested to know that some of your members have encouraged this division in the Teamsters' Union for years past, trying to use one against the other. Now they are paying the price and they may pay more before they are through.

All this, of course, in their opinion and in your opinion, is considered business strategy. If we were like jellyfish and had no real interest in the work or in the condition of the lives of our members; if we did not punish wrongdoing and throat-cutting, we would also be helpless. But because the Teamsters' Union is on the job it has got some place. Go thou, and do likewise.

U. S. Armies Again Crossing World

THE WHITE HOUSE

Honorable J. M. Johnson
Office of Defense Transportation
Washington 25, D. C.

June 7, 1945.

Dear Colonel Johnson:

The transportation facilities of the nation are now called upon for the most gigantic task in all the history of transportation. The American armies must be moved from the victorious battlefields of Europe to meet and wipe out the tyranny of the East. In order to do this job most of our soldiers will be transported the full length of the American continent.

It required every transportation ingenuity to assemble our armies in Europe over a period of four years. This time the job is to be done in ten months. The contemplation of this task would overtax our faith if we had not found, during the course of this war, that the impossible has become our daily job.

I am asking you to extend my congratulations to all our transportation agencies—and their millions of workers—on the results they have accomplished. At the same time express my confidence in them for the greater effort that lies ahead.

Sincerely yours,

HARRY S. TRUMAN.

Patton Praises Truck Drivers



Acme Photo



U. S. Signal Corps Photo

"**Y**ou should have seen those trucks on the road to Gabes. The drivers were magnificent!"

Thus spoke Gen. George S. Patton to the men of his fighting army on the eve of their departure for the invasion of Germany.

And when Patton speaks in admiration of a soldier—that soldier is good!

Patton was telling his men of the heroic parts played by non-combat men in battle and of the great importance of every man in the army doing the job that was assigned to him.

"Every man has a job to do," Gen. Patton said, according to accounts received of a remarkably frank speech which was not reported in the press for security reasons at the time.

"Every man is a link in the great chain.

"What if every truck driver decided that he didn't like the whine of those shells overhead, turned yellow, and jumped headlong into the ditch? This bird could say to himself, 'Hell, they won't miss me—just one guy in millions.'

"What if every man thought that? Where would we be now?

"What would our country, our loved ones, our homes, even the world be? Thank God, Americans don't think like that. Every man serves the whole. Every department, every unit, is important in the vast scheme of this war.

"The ordnance men are needed to supply the guns and machinery of war. The quartermaster to bring up food and clothes, for where we're going, there isn't much to steal.

"You should have seen those trucks on the road to Gabes (in the African campaign). The drivers were magnificent! All day and all night they rolled over those terrible roads, never stopping, never faltering from their course, with shells bursting

around them all the time. We got through on good old American guts.

"Many of these men drove over 40 consecutive hours! These men weren't combat men but they were soldiers with a job to do. They did it—and in a whale of a way they did it. They were part of a team. Without them, the fight would have been lost. All the links in the chain pulled together and that chain became unbreakable."

In that talk Patton revealed the secret of the successful campaigns he wages—fast, uncompromising warfare which keeps the enemy off balance.

"My men don't surrender and they don't dig in," Patton said. "I don't want to hear of any soldier in my command being captured unless he's been hit. And even if you are hit, you can still fight. The kind of man

I want under me is the lieutenant who, in Libya, with a slug in his chest, jerked off his helmet, swept aside the gun of a German and busted hell out of the boche with the helmet. He then jumped on the gun and killed another German before he knew what was coming off. All that time this man had a bullet through his lung. There was a man!

"When a man is lying in a shell hole, if he just stays there all day, a boche will get him eventually. My men don't dig foxholes. I don't want them to. Foxholes only slow up an offensive. Keep moving! And don't give the enemy time to dig one.

"The quicker we clean up this mess here the quicker we can take a jaunt against the dirty, hissing Japs and clean their nest out before the marines get all the credit."

"Don't Worry, Soldier," Says Philadelphia Local No. 156

From "News From 156," Philadelphia Taxi Drivers

You plow through knee-deep mud and are soaked from the never-ending rain. You are cold to the marrow of your bones, with snow whirled by bitter winds driving into your face so that it is difficult to breathe. You swear this can't be earth; that it must be hell, so difficult and trying is every step you make.

And then, suddenly, you hear a familiar voice. You had heard its same incantations, somewhere, some time in your life, but now, on this road or in this field, you can't place where. You turn and look and there before you is a friend you haven't seen since you both worked together.

Now keep in mind the conditions under which you are living. Do you talk about it fully? No. Perhaps you throw in an occasional cuss, but it is not the theme of your conversation. What do such men talk about?

We've gotten the answer in the letters you send us: "I met so and so and we talked of Philly and we talked of our jobs; wondered how our cabs were getting along, wondered about our jobs."

You talk of the pleasant past, reliving it with each word you utter; you talk of the future, outlining it here in this veritable hell. It is all like an opiate, lulling you out of the hardships you are living under—at least for the time being.

One thing we must ask you is that you stop worrying about the future. That is our job. We are here, on this home front, protecting your job, protecting your working conditions, seeking new gains which will benefit you on your return.

We think you are doing a mighty fine job over there and that you are going through enough without having to worry about things here.

We repeat, leave that to us. We are proud to do our little part.

So next time you run into a member, you can just say, "Well, we don't have to worry about our future. The members of 156 are making it secure for us"; and then go on talking about the dames and stuff you drank and how nice it is to meet someone from your home town.

Independent Union Promotes Strife

Undisciplined Chicago Drivers Strike Against U. S.

BY DANIEL J. TOBIN

The following recounts the background of the Chicago dispute which culminated in an unauthorized strike against the government by the independent union of Chicago truck drivers on June 16 for the second time within a month. Seventy-five per cent of the members of the Teamsters' Union reported for work in accordance with the instructions of President Tobin. The following article was sent to all members of Teamster Local No. 705 in Chicago on June 15.

THE petition to the National War Labor Board for a rehearing on the decision reached by the War Labor Board in the case of Local No. 705, Truck Drivers of Chicago, Illinois, chartered by the International Brotherhood of Teamsters, was recognized and a rehearing was held in the regular offices of the War Labor Board in the Department of Labor Building, Washington, D. C., at 2:30 p. m. Monday, June 5, 1945.

The Independent, or Chicago Teamsters, Local No. 705, the union that went on strike against the decision, was also invited and was present at the hearing. Almost the entire membership of the War Labor Board was present. Presiding over the meeting was the member representing the public, Lloyd Garrison.

The International Brotherhood of Teamsters, which had first entered the petition for a rehearing, and which first appealed from the decision of the Labor Board, were called upon first to present their case and state their reasons for their appeal.

There were present at the hearing representing the International Union, General President Daniel J. Tobin, his assistant, Thomas E. Flynn, H. E. Wood, secretary-treasurer of Local No. 705 of Chicago, and the International statistician in Chicago, Kenneth M. Hindley. In addition to these, nearly the entire staff of the Washington office of the International Brotherhood was present.

The general president requested that Mr. Hindley present the side of the International Union and give our reasons for ap-

pealing from the decision of the War Labor Board. The case was very ably presented by Mr. Hindley. We were allotted by the board about 45 or 50 minutes' time. Mr. Hindley took up almost 40 minutes; then subjected himself to questions by members of the Board, all of which he answered and explained intelligently.

The general president then asked the presiding officer if he would be permitted to use the remaining 10 or 15 minutes which was allotted to the International Union. The chairman said "Yes."

Next the case of the independent Chicago Union was presented in a lengthy statement read by the attorney for that union, Raymond F. Hayes. There was also present representing the independent union, Edward Fenner. No one spoke on that side except Mr. Hayes.

The employers, who were there in large numbers, representing several organizations of employers in the cartage and trucking business, were then heard and each of them made his statement and presented reasons for opposing any change in the decision; and in some instances they appealed for a change downward in the previous wage decision of the board.

In other words, they claimed they could not afford to comply with the decision even as rendered. They also asked that penalties be placed on the Truck Drivers' Independent Union, who went on strike—penalties in the form of denying them retroactive pay.

General President Tobin then addressed the board and presented the reasons for the

International Union appealing from the decision.

The first thing he said in addressing the employers was that they might as well forget their penalties; that whatever decision was made, the International Brotherhood of Teamsters wanted it to apply equally to all drivers involved.

He then attacked the decision and stated plainly that the Teamsters' Union was the only union in America, as far as he knew—and he invited contradiction—that was compelled, by an order of a government tribunal, to work 51 hours before they received time and a half for overtime. He asked the board to reconsider their action and stated that the least they could do was to sustain the decision of the Trucking Commission, which recommended that overtime be paid at the rate of time and one-half after 48 hours were worked. He dwelt on every phase of the decision and used up, in his address, about 30 minutes of time.

The truck owners, many of them, including Attorney Chase, who represented one of the associations, complimented Mr. Tobin on the presentation of his case, and also Mr. Hindley. Even the attorney for the Chicago Independent Teamsters complimented and had words of approval for the address delivered by the general president.

At this writing we know this: that the War Labor Board is very much disturbed over the situation. They claim, of course, that they gave us what the laws and rules of the government allowed them. They would have given us overtime after 48 hours if we were willing to accept less than an eight-cents-an-hour increase.

We refused to do this because we needed the eight cents an hour increase, which would, in a small way, recompense us for the increased cost of living since our last agreement was signed over two years ago.

The decision of the War Labor Board has just been given out and it is as follows: That the previous decision of the board is sustained and is not altered because the rules governing the board, it is claimed by

them, do not permit a change. The board, however, gives us some slight encouragement that it may be possible in the near future to again ask for relief under a contemplated new policy which they are now discussing, which policy, if adopted, will be helpful to our entire membership.

It must be remembered that the previous decision, just confirmed by the board, grants us \$4.08 per week increase in wages, and is retroactive to January 1, 1945, and will order the employers to pay this back pay.

We, as good citizens, loyal labor men, whose flesh and blood compose a part of the U. S. armed forces, must submit at least temporarily to whatever decision is made by the board. But our membership can rely on the fact that we will keep on watching and waiting for our opportunity to still find a way, as the weeks and months go on, to further improve the conditions under which we are working.

Those of us who can look back five, ten, fifteen and twenty years will know that we have made almost unbelievable progress in our employment by the shortening of hours, the obtaining of vacations for most of our members, and by the many substantial increases in wages we have received over those years.

Those conditions have been improved and have been brought about by our loyalty to our union and through the intelligence and patience and strategy of our local and international officers, by the education of our members and of our employers, and by following legal procedure.

And if such procedure has brought us where we are—one of the outstanding labor organizations of the world—why not face the future with hope and belief and understanding that what we have been able to do in the past, we have a right to expect to accomplish in the years to come?

Apparently the board refused to modify its order because the board feared it would be placed in the unpleasant position of having to reverse its own decision, and throw

the door open to all other organizations to appeal from any decision made by the full board in the future.

This position, we hold, is not based on sound legal procedure, common sense or good judgment, because even the courts of the land sometimes change their previous decisions. The board is also hanging on to the rule laid down to them by their superiors, including the former chairman of the board, Mr. Davis, and Mr. Vinson.

Mr. Vinson is trying to carry out the desire of the government to "hold the line," which means hold down wages to a certain point, and in that way we will be able to hold the reins against the possibility of a runaway market in food costs and in the general cost of living. That position is sound to a certain extent, but the cost of living has not been held down in the same manner that wages have been held down.

I sat in as a member of the committee which created the War Labor Board, after we had our instructions from the President of the United States, received in his Executive Offices in the White House. I have helped to maintain and sustain this War Labor Board. I believe that they have tried to do the best they could under very difficult circumstances.

I subscribe to and have religiously endeavored to keep the no-strike pledge made to our government—not because of any personal respect for any individual in connection with government tribunals, but because our country and its freedoms and what we stand for were endangered by foreign militaristic, unscrupulous leaders with large armies behind them.

I am still trying to carry out the no-strike policy, and in many instances we have threatened to suspend unions, and will continue to do so, for violating that policy. The world is on fire and our country is still in a dangerous war.

I had some information beforehand that

the decision reached by the full War Labor Board modified or changed the report made by the Trucking Panel, which was unanimous. I then contacted the office of the War Labor Board and I appealed to them not to cut down recommendations made in the report of the Trucking Panel, which panel is composed of a representative of the employers, a labor man and a government man.

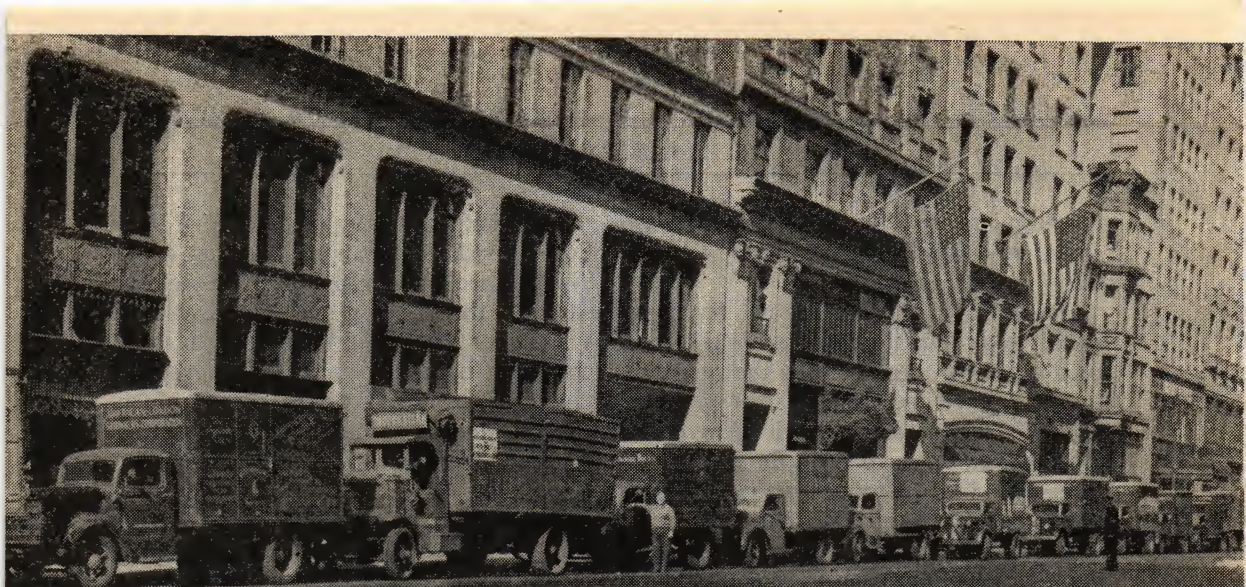
They refused to accept my judgment and they modified the report of the Trucking Panel, which very nearly brought about a dangerous condition in industry in Chicago, which could have led to a paralysis of that great industrial city were it not for the stand that the International Brotherhood of Teamsters and its International and local officials had taken, to stand by our government and to maintain our pledge of no strike during the war if we could prevent it.

We merely recite this case because there has been misinformation given out, and the average member of our union does not realize what a dangerous situation we had to deal with. The President of the United States was called upon to take over those trucking companies and the Office of Defense Transportation placed the army in charge of many of the trucking companies.

If men refused to go back to work when the army took over, they could be prosecuted under the law, could be imprisoned and seriously hurt in their after life, because a man today who defies our government, with our country at war, can almost be classed as a traitor to our country.

No matter how we feel about the justice of such conditions, we must realize that all classes and branches of American society and citizenship are subject to the law and are required under the law to put forth all their efforts toward the saving of our country, which is engaged in a life-and-death struggle now in the war going on in the Pacific.

Yes, faulty brakes can be expensive—too expensive. They cost money—and lives.—*The Washington Teamster.*



New York Contributes to Clothing Drive

Through the cooperation of Teamsters, employers and public officials, the United Nations clothing collection was a big success in New York City. Above are a few of the 500 trucks which participated in the roundup. Below are the men who directed it. From the left they are First Intl. Vice-Pres. M. J. Cashal, Tom O'Leary, recording secretary, New York Joint Council; R. H. Werley, U. S. Treasury Dept.; Arthur McKeever, Merchants' Motor Bureau, and Grover Whalen, general chairman.



City Doctors Gang Up on Veterans

Keep Out of Indiana Cities, Medical Union Warns

WHenever anybody suggests that the benefits of medical science be made available to people of low income at government expense, the Doctors' Union objects.

The Doctors' Union claims this is "state medicine" and "socialistic."

But now the Indiana State Medical Association, which is the Hoosier branch of the Doctors' Union, makes a proposal which is not only socialistic but dictatorial, discriminatory and unpatriotic.

An editorial in the journal of this association suggests action to prevent doctors in the armed services from settling in Indiana cities after the war unless they came from Indiana originally.

In other words, a discharged veteran, who happens to be a doctor, will not be allowed to change his residence to seek greater opportunity after the war, if the policies of the Indiana Doctors' Union are enforced on a national scale.

If the Teamsters' Union attempted to deny to a war veteran the right to change his residence, the newspapers of the nation would scream that the "American way of life" was being destroyed, as indeed it would be.

But the newspapers handled this proposal of the Doctors' Union with the utmost consideration.

The medical journal editorial asserts that many doctors in the armed services from nearby states, such as Illinois and Ohio, desire to move into Indiana industrial cities to practice medicine after the war.

The editorial describes this as "muscling in" and suggests that the county medical associations "take such steps as are necessary for our own protection."

The term "muscling in" is not the kind of language that men of high ethics, such as doctors, use in reference to other repu-

table physicians, particularly when the others happen to be men who have honorably served their country in war.

"Muscling in" is a racketeering phrase. It was appropriately chosen in this editorial because the program outlined in the journal of the Indiana State Medical Association is nothing but the rawest kind of racketeering.

It is a brazen attempt by the doctors who stayed home and reaped a financial harvest during the war to keep these soft pickings for themselves after the war.

The city doctors who stayed home and got rich claim that the military doctors should not move into their cities and compete with them. They should move into small rural towns and compete with themselves.

According to the plan proposed in the medical journal, the civilian doctors would be the city doctors with the lucrative practice while the military doctors would be country doctors.

If anybody is entitled to the benefits of big city practice after the war, it is the military doctor who sacrificed his practice and risked his life to save the lives of the wounded service men.

These physicians have been performing delicate operations in the field under primitive conditions and they have achieved astounding results. Thousands of men are alive and healthy today because of the tireless military surgeons.

Yet when one of these surgeons says he intends to settle in an Indiana city after the war, the journal of his profession makes the foul accusation that he is "muscling in."

Any city would welcome these skilled military practitioners.

Their place is in the industrial areas where they can benefit society to the greatest degree in saving the lives of men injured

in industrial accidents. This is the kind of medical science labor wants. It is the kind that would be provided in bills like those proposed in Congress by Senator Murray of Montana and Senator Wagner of New York.

Yet selfish civilian doctors say it is "socialistic." They say it won't work.

It worked in the army! Medical miracles were performed by the "socialized" surgeons in the armed forces. Medical science has advanced almost a generation because of the

discoveries made by the loyal men of the medical corps.

These men, when they are discharged from active service, want to resume private practice in the cities where their highly skilled services will be available to the most people.

If anybody must move out, let it be the chiselers who have ganged up against the heroic military doctors who have earned the gratitude of the nation by their skill and their devotion.

Truck Drivers of Boston Local No. 25 Play Big Part in War

From the Boston Post

FROM John M. Sullivan, president of Local No. 25, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, whose membership ride the cabs of the trucks as they go zooming through the night, comes the story of the driver's part in this great war effort.

To do their share in moving the war materials so greatly needed, the truck drivers are doing runs of from 200 to 500 miles, with working hours averaging up to 15 a day.

Every night when the great fleet starts rolling out over the highways, carrying 90 per cent war materials, 350 members of Local No. 25 take over their share of this greatest of all transportation jobs.

Although there are 925 members of the local serving in the armed forces, it has been possible to fill every job, many of them with veteran drivers who got their start back in the days of horse-drawn vehicles and have since retired.

All are working on the agreement that when the war is won they will retire in favor of the men whose jobs they took should they return.

Carrying secrets of war such as have never

before been intrusted to civilians, the truck drivers are pledged never to divulge either the nature or the destination of any of the goods in their charge.

Riding the long nights alone, through all kinds of weather, making new records for speed because of emergency demands, they guard their loads like the faithful soldiers of the civilian forces that they are.

Because of their knowledge and experience, points out President Sullivan, they also are a great aid to the operators in meeting the ever-increasing difficulties of replacing worn and unfit equipment by making minor repairs and devising ways and means to keep the big trucks rolling.

There are drivers out of Local No. 25 who are riding their trucks as far south as there is land to roll them on, making one and two trips a week with their much-wanted loads.

The man in the cab is doing his full share of getting supplies and ammunition, food and clothes to the place where they are wanted by the army and navy, whether it is as tiny a unit as a machine gun bullet or a completed tank.

A returned army lieutenant who put in some hot months doing real fighting in Germany has some information for Senator Taft and others who are worrying about the future of Naziland. He says: "As for Germany's future—we don't care if it has any."—*The Progressive Miner*.

Labor is Big Business, Says Editor It Should Discard its Persecution Complex

WE DO NOT very often publish correspondence from even our own members, but the letter printed below is rather interesting. It comes from W. G. Dunlap, the editor of a small newspaper in a rural district of Montana, and it contains so much common sense that we think it would be interesting to our membership.

Your editor has answered the letter and advised the writer—whom we think is friendly and fair—that the Teamsters' Union does not accept advertising of any kind from any person. We do not want to interfere in the legitimate field of advertising.

We have also advised him that in many instances newspapers will not publish paid ads for us in their papers. We know the reason why.

A newspaper has to live on its advertising and the business corporations and other advertisers that pay large amounts of money each year are, in many instances, part owners of the newspapers, either directly or indirectly.

Therefore, the newspapers are not too anxious to advertise the good things that labor does. Of course they do not tell us frankly that they cannot accept labor union advertising. They do not reject our ads openly. They simply find a way out by saying they are overcrowded with advertising, or there is a shortage of paper, or some other excuse.

We have also advised Mr. Dunlap that we have great difficulty in purchasing time on the air from the different broadcasting companies, because they give us the old runaround that time is not available, that it is already contracted for; and they may give us time which is good for nothing, around midnight.

The federal government is supposed to control the air, but we notice that many

newspapers are buying stations and getting as much control of the radio as possible because the radio stations now handle two-thirds of the commercial advertising.

When President Tobin was on the air over a national hookup in the last national campaign, it was necessary for locals and joint councils throughout the country to put paid ads in the papers to publicize his remarks.

But many papers refused even to accept these ads announcing the talk of the head of one of the nation's largest organizations on matters of vital public interest.

We do business with newspaper publishers all over the nation negotiating for their drivers. Our men deliver the papers and carry the newsprint and supplies to the newspaper offices. We have no trouble with them as employers. In most cases, they are fair.

Now let's listen to Editor Dunlap.

SANDERS COUNTY INDEPENDENT LEDGER

W. G. DUNLAP, Publisher

Thompson Falls, Mont.
June 2, 1945.

"Mr. Daniel J. Tobin, Editor,
INTERNATIONAL TEAMSTER,
222 E. Michigan Street,
Indianapolis 4, Ind.

"Dear Mr. Tobin:

"Your INTERNATIONAL TEAMSTER comes regularly to me in the mails. I read it. It is intelligently well written. Have some remarks to make on an article you wrote in the June issue that I just have to get off my chest even if you say to yourself 'just another nut.'

"'Manufacturers Would Kill Unions' is a straight-from-the-shoulder writeup. It is the truth, 'slightly biased in labor's favor,'

no matter how prejudiced you want to look at it.

"I thought to myself as I read it, 'why can't the great reading public of the nation be presented more completely with this line of compromise reading.' But you know the answer as well as I do. The syndicate columnists and the great metropolitan press is blindly prejudiced. If we are going to make this world of ours go we will have to have compromise and cooperation, not eternal strife.

"But the labor unions, too, have some very serious and glaring faults. One of their faults is their blind ignorance of the world outside of the hub of the great cities where they are organized.

"Politically this nation is indirectly controlled by the rural vote, and the so-called cow-state power. These people as a whole are naturally individualistically conservative, but as a whole they are fair, going the middle way, and much less prejudiced than the city upper classes, who are the real opponents of labor cooperation.

"I have often wondered why labor never tried to expand the field of its ideas into rural America and offset the daily dose of columnist poison that generates through the scores of columnists in every daily paper. I talked this matter over once with a fellow who understood the labor setup thoroughly and these were his opinions:

"Labor has an underdog complex. It regards the press of the nation with suspicion and doubt, and only believes in the free-handout publicity method. If a paper won't print free publicity then it is prejudiced against labor.

"They never consider that all papers must have revenue, and revenue influences their editorial and political opinion. Most papers are neutral and would take advertising from any source, but since no revenue ever comes in from any direction except capital, after a while labor is forgotten.

"The labor movement in this country now isn't a poor relative. Some unions have millions in their treasury. They are actually big businesses in many respects,

and should by rights adopt and follow the practices of big business by defending themselves by advertising and propaganda, but instead they have that hang-dog, persecution, inferiority complex, which makes them sulk or strike out blindly in retaliation, instead of following lines of clever strategy.

"So a union can have ten million in the treasury, yet the unions wouldn't spend \$50 for propaganda advertising outside their own union class periodical.

"Then they wonder why outside of their own class periodicals they have few supporters, never considering that they now have great latent power, are really partners of capitalism, and should intelligently counteract and put the opposition on defense, not remain forever with that inferiority complex on defense themselves, every time some little dog comes out and yaps at them."

"Figure that criticism out. Is it right or is it wrong? You know as well as I do. I have often thought that it was a shame that some of the constructive material you prepare didn't have general, nation-wide coverage. Do you expect neutral papers to put themselves on the spot by championing free liberal ideas?

"If you do, you expect too much of publishers who are merely businessmen as a whole trying to make a living. Of the thousands of independents there are only a negligible number who would refuse to do business as business men.

"The world is in one hell of a mess. Besides unions and capital, Communism and religion, there are racial prejudices. There is hardly a man alive who doesn't have racial prejudices. I know racial prejudice is a poison that taints the nation. I know how blind, stupid and primitive racial prejudices are, but I have them.

"The only difference between me and a fanatic is that I know my emotions are blind, stupid and destructive, but there are myriads of others who do not, perhaps, as intelligently weigh their emotions, and their prejudices instead become a frustration hate.

The only difference between a moron and

an average person is a moron can't control his inner impulses, while the average man may have such indecent or murderous thoughts but he can control them. I am considered a law-abiding citizen and have had little trouble in my life, but I'll confess that I've often had a secret ambition to shoot some people I know.

"The point I am making in this aimless rambling is that if counter propaganda doesn't offset prejudice built up, prejudice in the end will win, because most people are influenced by their blind hates and prejudices, not by their intelligent reasoning, but reasoning will surmount if it consistently counteracts prejudice, but the battle never ends.

"I am one of these people who can be all things to all men, agreeable around a mil-

lionaire cow man, a big-shot executive, or friendly with a laboring man, and I am too insignificant to get the egotistical idea that I and Wall Street have everything in common, but I am a makeup of raw emotions as well as anyone else, and why I think and act as I do at times even puzzles myself.

"Prejudice, hate, fear, hostility, etc., are going to rule this world unless something constructive is done about it. I don't know the answer. Men like you are in a position to do something constructive to offset all this. Strange to say my reaction is that returning soldiers are more prejudiced, embittered, suspicious and provincial than they were before they went into the army.

"Guess I have written enough.

Sincerely,

W. G. DUNLAP."

Labor is in Politics—It Will Stay There

Some of our radio commentators and columnists say that they love labor, but they think the unions should get out of politics and stay out. Little do they know that the unions would like to do just that, but dare not do so.

Organized labor is in politics because it was forced in, not because it likes to work for candidates or measures or fight constantly for or against certain public officials.

It was only a few years ago, when the unions were weak, that politicians spoke kindly of them. But the unions became strong. In some states, under good leadership, the unions and the employers quickly learned that they had a great community of interest and found how to work together for the common good. In other states, particularly in the South, the big employers preferred to fight.

As labor developed, as it grew strong, its

economic power increased. It was then that the enemies of labor, unable to defeat the organized working people in the economic field, took to politics, elected anti-labor legislators, congressmen and senators, and commenced throwing a barrage of vicious laws at the workers. They forced the unions to fight back in the political arena, in self-defense.

European labor unions, before the war, were primarily political and revolutionary. American labor, on the contrary, was non-political and certainly had no revolutionary ideas.

Today we are in politics, probably to stay, because that is where we have to do our fighting. So the columnists and the radio babblers will have to go right on hating us, and lying about us, and we will have to continue working to defeat our enemies and elect our friends. — *Washington Teamster*.

Ever since the day of its establishment, OPA has been the target of snipers for the pressure groups in Washington. These snipers have continually fired away at the fact that the OPA has done a poor job and at the same time have kept up a constant pressure to prevent the agency from obtaining adequate funds to do its job better.—*The Union Times, New Haven, Conn.*

Persia Teamsters Roll into China

Convoy Enters Pacific War After 6,000-Mile Trip

THE Teamsters are back on the Burma Road! They are back where they were in the early days of the war when the Japs closed the road and the fate of 1,700 civilian members of this union became a military secret—or a military mystery. We have never heard of them since.

Now the Teamsters are back in the uniform of the United States army. They are at both ends of the Burma road and along its entire length, rolling the supplies into China that the American and Chinese armies will need when the Pacific war comes to a showdown on the plains of China.

The Japs are reported to have an army of 4,000,000 men in China and this army must be met and vanquished before the war can end.

The Teamsters are rolling the supplies for this crucial battle of history. The recent opening of the Lido-Burma road permitted supplies to move again into China.

A picture of the first convoy moving along the Lido-Burma Road was printed in the May issue. Since then another large convoy from Persia has arrived. It will be stationed in China for the big battle that is coming.

The Persia convoy is composed largely of Teamsters. An account of the fine record of this unit was carried in the June issue. Since then they have moved on to another phase of the war.

This outfit transported almost half a million tons of lend-lease supplies to the embattled Russians. It was this vast quantity of ammunition and general supplies that gave Russia victory in the summer offensive of 1943.

The men drove with a rifle beside them and they used their weapons frequently in fighting off bands of native hijackers attempting to capture the Russian materials.

When the European war ended, this quartermaster regiment began putting its equip-

ment in shape for another big job, 6,000 miles away. From Persia, they started for China.

They went by sea to Calcutta, India, and thence by rail to the start of the new Burma road at Lido, now called the Stilwell road in honor of the great American general who has been organizing and training the Chinese troops.

From Lido they rolled under their own power to Kunming, China, and from now on they will rush supplies to the Chinese fighting the Japs as they previously did to the Russians fighting the Germans.

And for the importance of these motor convoys to modern war, read the high tribute paid the military truck drivers by Gen. Patton in this issue. Patton said he could not have won in Africa without them.

The very men who supplied Patton in Africa may have been part of the outfit which supplied the Russians and is now supplying the Chinese.

Presumably this American contingent of truck drivers will work with the Chinese until American troops land in China. A battle-hardened outfit such as this with world-wide experience would be a tremendous help to the invading Americans.

Most of these veteran American drivers have had long experience on the highways of the United States before their military service began. They come from almost every state and some of them have records of half a million miles of driving without an accident.

Their average age is 30 and some are past 40.

On the trip into China, every 25th truck carried food and every third truck carried extra gasoline. Each company had a water purification plant and each company also carried bulldozers for use in emergencies.

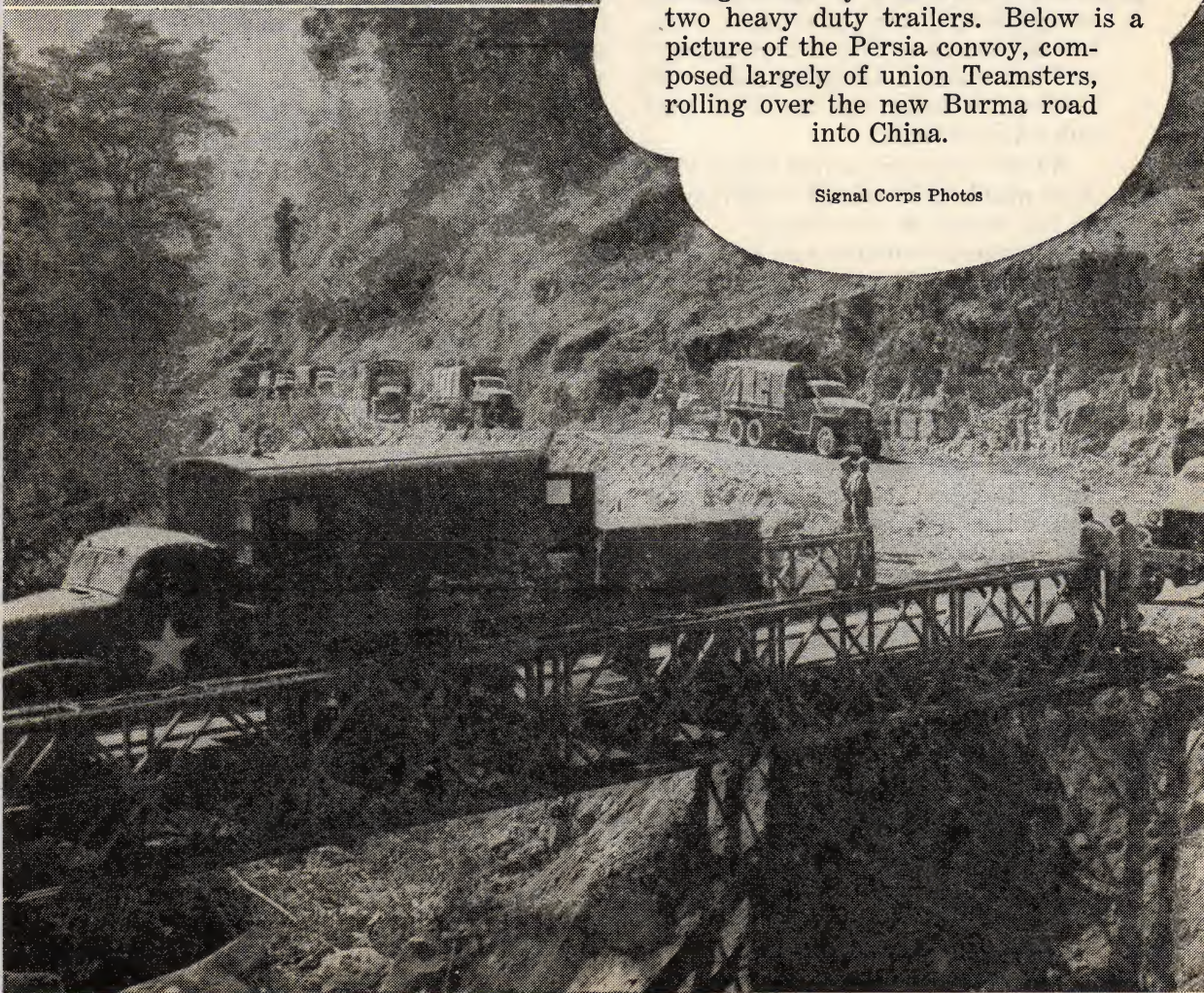
If the road was blown up ahead of them,



Back to Burma!

Above is some of the huge army equipment being used in the Pacific war; a 28-ton, 50,000 gallon capacity gas storage tank being towed by a 10-ton wrecker and two heavy duty trailers. Below is a picture of the Persia convoy, composed largely of union Teamsters, rolling over the new Burma road into China.

Signal Corps Photos



they would have rolled out the bulldozers and made themselves a new road. A number of empty trucks were in the line as emergency vehicles. In case of accident to a loaded truck, the cargo was shifted to one of the empties.

Capt. P. A. Vandenbosch, assistant operations officer of the unit, scouted the last 1,500 miles personally. As a result he made several recommendations that added to the safety of the journey.

Dual wheels were put on trailers to prevent tipping on sharp curves. In addition to giving safety, this permitted the convoy to bring extra wheels, tires and tubes without using valuable cargo space.

To test the capacity of the new road, several huge pieces of equipment were brought along by the quartermaster troops. Included was an air force C-2 wrecker with a 25-foot trailer, a 750-gallon tanker with a 600-gallon trailer, and an 18-ton truck with a 42-foot trailer.

All the equipment arrived intact, which shows what happens when Teamsters are on the job, whether in war or peace.

The original Teamsters who went to the Burma Road in the closing weeks of 1941 were civilian volunteers. When war broke out one of the first steps was to rush skilled

truck drivers to the Orient to keep supplies rolling into China.

Chinese drivers were burning up trucks and wrecking them at a terrific pace. Instances were reported of where a native driver threw a truck into low gear and kept driving in that gear until something happened.

Others showed preferences for other gears but they were reluctant to change from one gear to another.

Fine American equipment was being destroyed by this treatment and the war supplies were not arriving at the speed or in the quantity needed.

So American drivers were imported to solve the problem.

Seventeen hundred were on the job when the Japs succeeded in capturing the old Burma Road. What happened to these Teamsters we have been unable to learn.

They may have been slaughtered or tortured. That is the way the Japs handle their victims. But whatever happened, these brave men will be avenged. An army of their countrymen is now moving irresistibly forward across mountains and oceans and will soon be pouring over the plains of China exterminating a beastly and treacherous race of people.

Wounded Captain Praises English People

Wearing the Purple Heart with the Oak Leaf Cluster and four major battle stars, Capt. Charles Edward Byron of Local No. 438, Kankakee, Ill., is home convalescing from wounds received last December in the Belgian bulge.

Capt. Byron is warm in his praise of the English and hopes that the people of each nation will come to understand each other better.

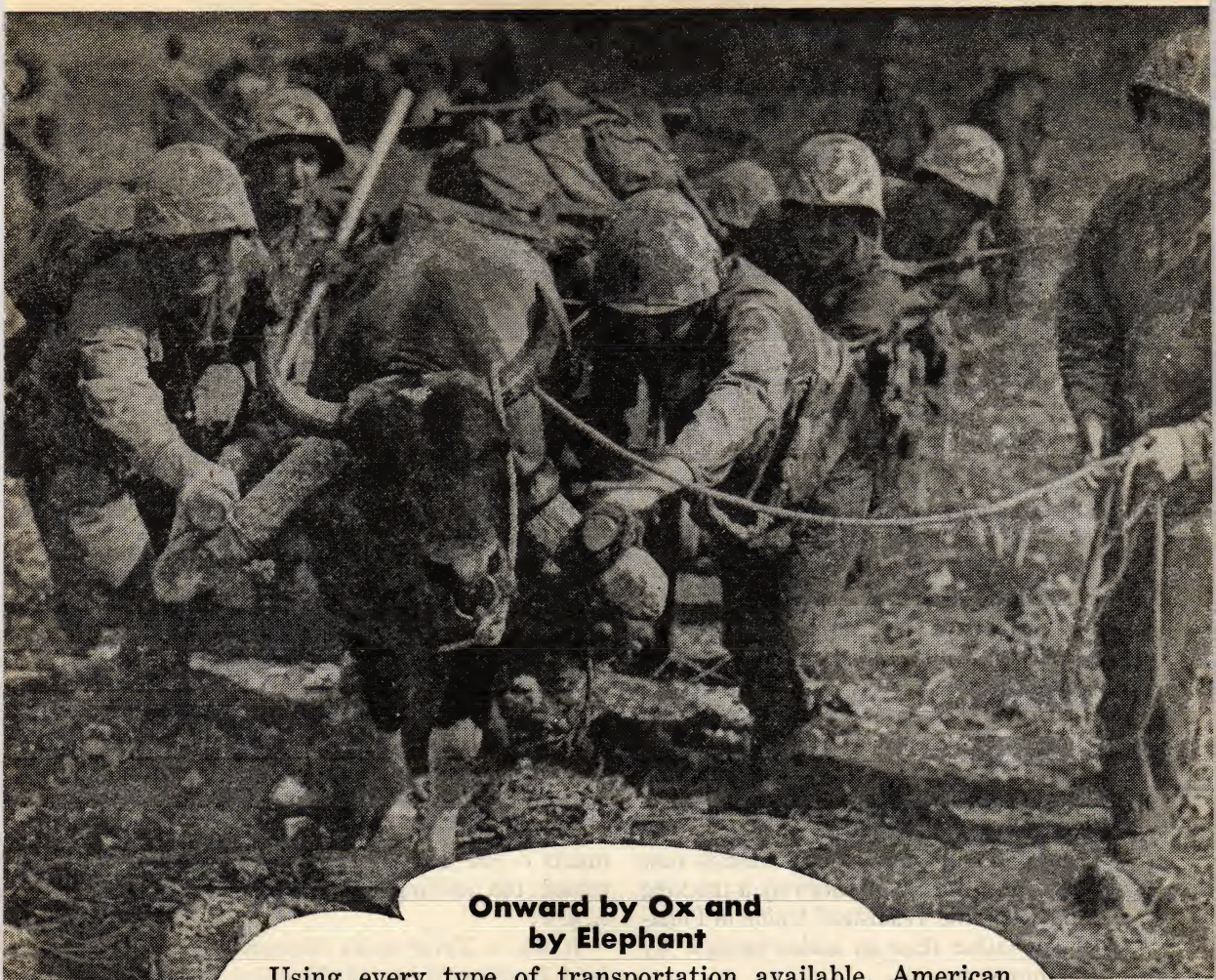
He was also full of praise for Gen. Patton, the army doctors, the stretcher-bearers and first-aid men and particularly the combat infantrymen with whom he served.

"If you ever meet one of those front-line

boys, bow your head. They've really been through it," he said.

Describing the front line he said it was "the place where you look forward and see nothing but Krauts. If you see anybody else, you're not at the front."

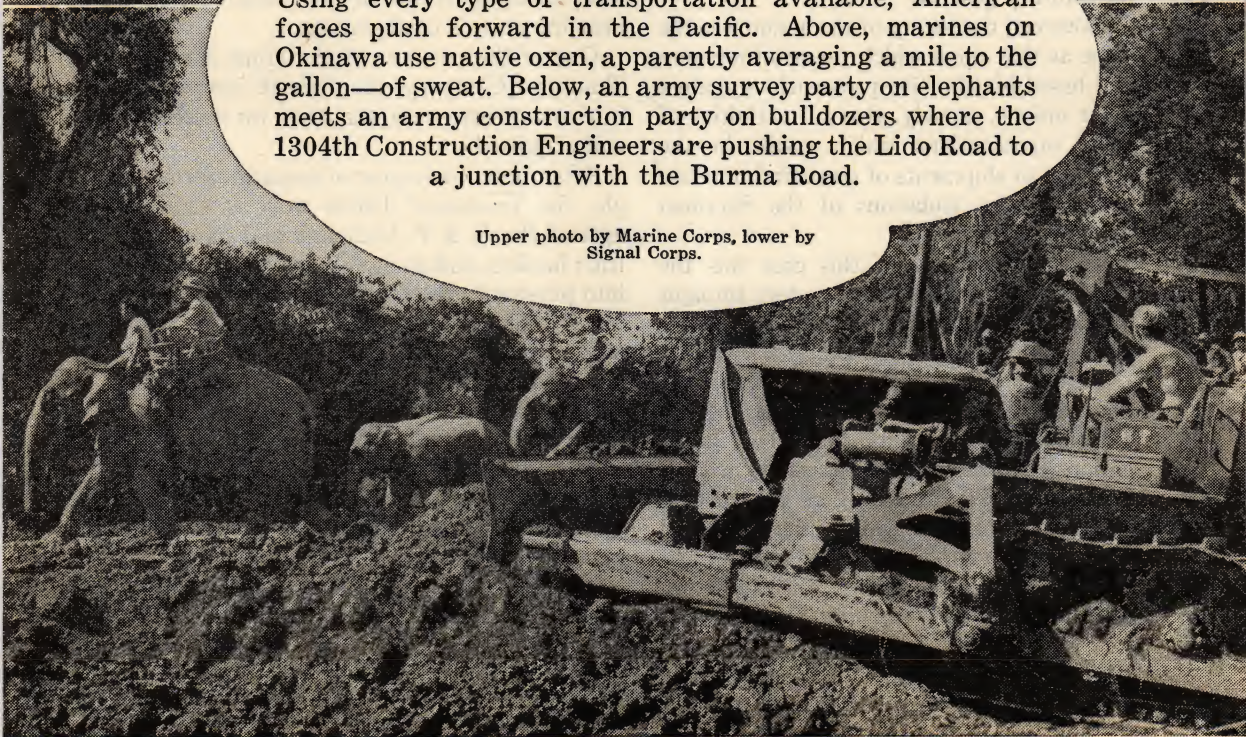
Byron was wounded the second time at 11:30 a. m. on December 16. By 2:30 he was on his way to an evacuation hospital. By December 26 he was in a hospital in England. Capt. Byron has spent 51 months in service, 17 of them overseas. He has plenty of discharge points but points don't count much with officers who have the experience that Byron has.



Onward by Ox and by Elephant

Using every type of transportation available, American forces push forward in the Pacific. Above, marines on Okinawa use native oxen, apparently averaging a mile to the gallon—of sweat. Below, an army survey party on elephants meets an army construction party on bulldozers where the 1304th Construction Engineers are pushing the Lido Road to a junction with the Burma Road.

Upper photo by Marine Corps, lower by
Signal Corps.



Union Can Refuse to Bargain

Padway Recalls Suit Against Teamster Local

BY JOSEPH A. PADWAY

Since this article was written the supreme court of the United States has handed down a five-to-four decision in favor of the Teamsters and in effect affirming the statements made by General Counsel Padway.

FOR some time I have not written on anti-trust cases. I have not written on the subject because after Thurman Arnold was appointed to the federal bench and there; fore left his position as chief of the Anti-Trust Division of the Department of Justice, there have been no further prosecutions against labor unions under the Sherman Act.

There are, however, several such cases which were commenced by Arnold and which are still undecided and pending before the courts. These I shall discuss when they have been determined.

The anti-trust case I want to discuss now is one which was commenced by a trucking firm against the Teamsters' Union in Philadelphia rather than an action brought by the attorney general.

However, the theory of the action was the same as that upon which the attorney general based his abortive prosecutions against labor unions, namely, that all activities of labor organizations which result in the restraint of shipments of goods in interstate commerce are violations of the Sherman Anti-Trust Act.

And the outcome of this case was the same as the outcome of the cases brought by Arnold; that is, it was lost and the defendant union was sustained.

This case I have chosen for discussion is the case of Hunt et al. vs. Brotherhood of Transportation Workers, Local 107, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America.

The facts of the case are interesting and somewhat novel. The plaintiffs were partners in a trucking company called the Hunt Motor Transport Company.

For a period of approximately 14 years prior to 1939 practically the sole business of this company was the hauling of food products for the A. & P. chain grocery stores, 80 per cent to 85 per cent of which was done in interstate commerce.

In 1937 the defendant union called a strike of all truckers and haulers under contract with the A. & P. to have its hauling done with only union drivers.

During the period of the strike the union requested the company not to do trucking work for the A. & P. and to negotiate with the union. The company ignored the requests of the union to negotiate and continued the hauling of products for the A. & P.

It was a bitter strike climaxed by the fatal shooting of one of the union leaders near the union's headquarters.

One of the partners of the Hunt Motor Transport Company, the plaintiff company in this anti-trust case, was tried for murder and acquitted.

After more than a year of desperate struggle, the Teamsters' Union won its strike against the A. & P. Company and its contract haulers, and an agreement was entered into pursuant to which the work of hauling for the A. & P. would be performed by union members.

All the contract haulers for A. & P. entered into closed shop contracts with the union except the plaintiffs.

Even the company attempted to negotiate a satisfactory closed shop contract with the union covering its eight trucks after the union's victory in the strike, but the union refused to negotiate with this company because of its activities during the strike.

Since the Teamsters' Union would not negotiate with this company, the A. & P. was forced to terminate its contract with it and the company thereby lost its business with A. & P.

The company commenced hauling for the Sterling Supply Company of Philadelphia on the same basis as they formerly had carried on their business with the A. & P.

But the Teamsters' Union then organized the Sterling Supply Company in the same manner that A. & P. had been organized and again the plaintiffs sought to negotiate with the Teamsters' Union, and again plaintiffs lost their hauling contract because of the refusal of the union to negotiate or have anything to do with the company due to the company's activities during the A. & P. strike.

Not being able to haul for A. & P. and having lost its business with the Sterling Supply Company, the Hunt Motor Transport Company was forced out of business for the sole reason that the union would not negotiate with it.

The Hunt Motor Transport Company then filed suit against the Teamsters' Union, contending that the union had violated the anti-trust laws by restraining the interstate commerce that had been carried on by the Hunt Transport Company.

These facts present a unique anti-trust case, for while labor unions have often had anti-trust suits thrown at them for the purpose of discouraging their efforts to induce employers to negotiate, here we have the tables reversed with an employer bringing an anti-trust case because of the union's refusal to negotiate.

The federal district court held in this unique case that the actions of the union in forcing the company out of business were not a violation of the Anti-Trust Act, and this decision was affirmed by the Third Circuit Court of Appeals in an opinion handed down on July 12 of last year.

In its decision in this case the circuit court found no difference in restraints of

trade occasioned by the refusal of a union to negotiate with an employer than restraints of trade occasioned by an employer's refusal to negotiate with a labor union.

If an employer finds that he cannot continue his business without contractual relationships with a particular labor union, it is no more a violation of the anti-trust laws for the labor union to refuse to negotiate with that employer than it is a violation of the anti-trust laws for a labor union to engage in activities against an employer who refuses to negotiate with the labor union. A restraint of trade will result in both circumstances, but every restraint of trade is not a violation of the anti-trust laws.

Only those restraints upon free competition violate the anti-trust laws which are designed to restrict production, raise prices and otherwise control the market in goods or services to the detriment of the public.

As stated by the circuit court:

"The sole question for our consideration is the fact that the defendants' actions caused the plaintiffs to go out of business and to cease hauling in interstate commerce is such a restraint upon interstate commerce as to be cognizable under the Sherman and Clayton Acts. This question must be answered in the negative.

"Congress did not undertake by the enactment of the Sherman and Clayton Acts to prohibit each and every restraint upon interstate commerce. It sought to prevent only those restraints upon free competition in business or commercial transactions which tend to restrict production, raise prices or otherwise control the market in goods or services to the detriment of the public."

The court held that the conduct of the Teamsters' Union in this case had not been detrimental to the public in any degree, but only to the Hunt Motor Transport Company, because the A. & P. Company and the Sterling Supply Company were able to continue the interstate shipments of their products to the same extent they always had; the only difference being that the hauling for-

merly done by the Hunt Motor Transport Company had been shifted to some other trucking concern.

Relying on the decision of the United States Supreme Court in the Apex Hosiery Company case the court pointed out that it was not the intent of Congress in enacting the Sherman Anti-Trust Act to police the interstate business of individuals from combinations and conspiracies designed to injure their individual business enterprises, but was enacted for the protection of the public from combinations and conspiracies formed to limit or control business competition in order that fewer products might be available or prices pegged at an artificial level.

The court quoted Chief Justice Stone as follows from the famous Apex Hosiery Company case:

"The Sherman Act was not enacted to police interstate transportation or to afford a remedy for wrongs which are actionable under state law, and result from combinations and conspiracies which fall short in their purpose and effect of any form of market control of a commodity such as to monopolize the supply, control its price or discriminate between its would-be purchasers."

In this decision the principle was affirmed that the actions of a labor organization

directed against an employer are not in violation of the anti-trust laws even though the employer might be forced out of interstate activities entirely; and the principle was extended to include a refusal by a labor organization to negotiate with a particular employer as well as positive activities against an employer.

The decision points out again, as have so many previous decisions of the federal courts, that the concepts of Arnold concerning the applicability of the anti-trust laws to the activities of labor organizations as completely erroneous and that regardless of the lawfulness under state laws of the objective sought to be accomplished by a labor organization, and regardless of the means employed to obtain that object, a labor organization cannot be in violation of the Sherman anti-trust laws unless it has entered into an agreement with an employer to restrain free competition, to fix prices, limit production, or otherwise control markets to the detriment of the general public.

The actions of a labor organization, whether they are overt acts, such as striking or picketing, or a refusal to act, such as refusing to negotiate with an employer, do not violate the anti-trust laws when carried on for the self-interest of the union and its members.

Realtors Block Slum Clearance Program

For half a century we have been fervently debating the desirability of wiping out the slum areas which disfigure our cities, small as well as large. Unfortunately, we have done precious little to solve the problem.

And yet slum clearance should be one of the cornerstones of our program for full employment after the war.

Replacing our slums with houses fit for human habitation would guarantee a job to every building tradesman in the country and would stimulate business and employment in every other industry.

The real estate dealer—he generally calls himself a realtor—is mainly responsible for our failure to intelligently handle this vital reform. Of course, he is backed by the landowner. They seem determined that nothing shall be done unless they are permitted to supervise the job and collect exorbitant profits. If they have their way, the slums will remain with us and building will be confined to suburban "developments" which afford the realtor and the landowner the best opportunity to satisfy their greed.

—The Union Leader, Chicago.

Navy Wages Cause Labor Shortage

Beck Commends Morse for Move to End Discrimination

DECLARING that the shortage of repair workers in Pacific Coast navy yards is due to a discriminatory wage policy which penalizes workers in navy yards, International Vice-President Dave Beck has commended Senator Wayne Morse of Oregon for his efforts to eliminate the injustice.

Copies of a letter Beck sent Morse were mailed to other western senators and congressmen with the result that a move is now afoot to correct the naval wage policy, which in turn will correct the manpower shortage in the shipyards.

Beck's letter to Morse follows:

Dear Senator Morse:

I want to take this opportunity to express, in my own behalf and for the thousands of our members along the Western Coast, sincere appreciation for your factual and accurate statement of the reasons for delay in repairing ships on the West Coast.

As you have already stated, the procurement officers of the navy apparently have attempted consistently to destroy the long established ship repair differential on this coast. This long established practice of paying an 11.6 differential for ship repair work is traditional over many years. As a matter of fact, in at least one port, Portland, Ore., both the employers and the unions have signed an agreement, and for more than a year have had a case before the WLB seeking approval. Despite the fact that both the employers and the unions have agreed to this, and their agreement is backed up by long established procedure, the procurement agency of the navy has been blocking it. This has resulted in seriously disturbed labor relations and in making such relationships uncertain and indefinite.

This attitude on the part of the navy does nothing but keep the ports in a state of confusion. It interferes with the labor relations that would aid in the prosecution of this war. In this hour of national emergency, it is essential that every government agency, including the navy and the WLB, handle these matters in a realistic manner and, above all, with promptness. If they would

do this, they would aid tremendously in accomplishing their objectives, the hastening of needed ship repair work under the finest possible schedule.

At the present moment, the same issue of ship repair differentials exists in the port of Seattle and elsewhere on the Pacific Coast, north of San Francisco.

I feel that we are indeed fortunate in having a man in high public office who so thoroughly understands the reasons behind many of our problems and who will take the time and trouble to ascertain factual data rather than to listen to statements that have no basis in fact—statements that many times emanate from what are irresponsible but should be responsible sources. In some instances, these could be construed as attempts to aid in destroying labor unions.

I sincerely trust and hope that the entire West Coast congressional delegation will pursue this subject unrelentingly and that they will rally around your patriotic contribution to the solution of this problem, so that we may get the ships repaired promptly and returned immediately to action in the Pacific theatre. Common sense dictates that if this differential has been established on this coast, then it must be made to apply to the entire coast or competitive equality in bidding will be destroyed.

I am unalterably opposed to industrial disturbances during the prosecution of this war. I have no time for any labor organization which, in the

slightest degree, will consider strike action in war industries when the life of the nation is in peril.

I know, however, that if we are going to prevent labor disturbance and maintain high production schedules, so that we may be successful in this war, it will require the highest degree of cooperative action between management and labor, as well as with the departments of government. It must be predicated upon fair consideration of the rights of each.

Government agencies that seek to destroy established wage structures must be challenged by all fair-minded representatives in Congress.

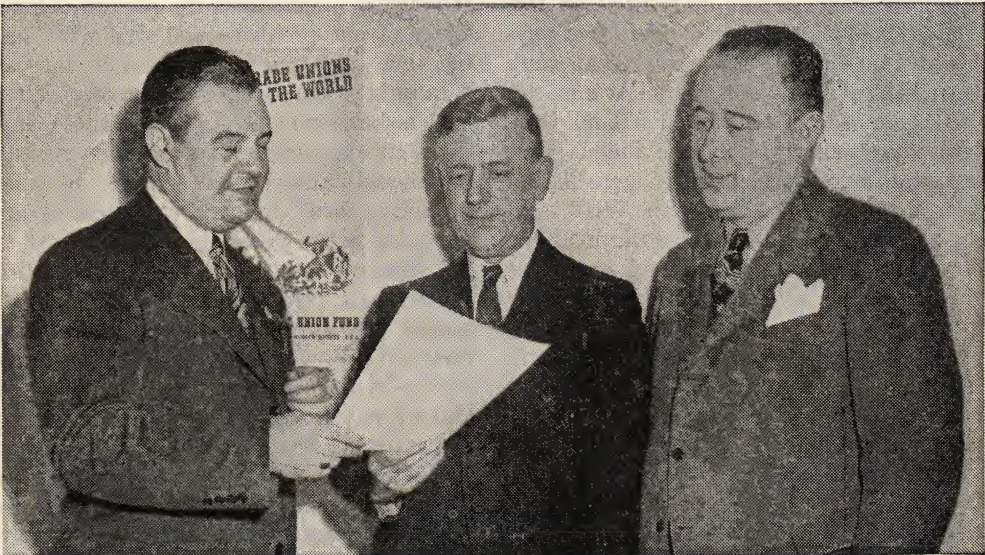
Long established custom must not be set aside by the arbitrary action of any department of government, unless the result desired is to cut down production and destroy good relations between government, management and labor. Those of us who have advocated the policy of full return for every

dollar expended by government for labor certainly advocate, too, that government and management go along with the established conditions of labor in the area, including differentials that have existed over a period of time.

Actual sabotage of production that develops by reason of bureaucratic stupidity of government policy is, in the final analysis, as destructive to the war effort as the intentional interference with production by enemy action.

Discriminating against the Teamsters by not granting our craft the 11.6 differential in ship repair yards is indefensible, especially since we were made a party to the agreement.

Again, I express to you my sincere appreciation of your sound contribution to the public welfare and to the war effort. I trust and hope that you will have beside you in this fight every member of Congress coming from the West Coast.



Here is President Joseph J. Quillin of Local No. 843, Newark, N. J., handing a report of contributions to Frank Warholick, center, AFL representative on the Newark Community Chest. At the right is James McLaughlin, New Jersey director of the Labor League for Human Rights. Quillin's report showed \$9,520 contributed from the employees of seven Newark breweries, all members of Local No. 843. This was an average contribution of \$8 per member.

Teamsters Oppose High Tariffs

Tobin Testifies for Reciprocal Trade Agreements

The following statement was made by President Tobin in Washington, D. C. last month when he was called to testify before the Senate finance committee, then holding hearings on reciprocal trade agreements with other nations to promote foreign trade and friendly relations.

Mr. Chairman and members
of the committee:

My name is Daniel J. Tobin. I am president of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America. I come before this committee with instructions from the general executive board of the International Union to support the bill entitled H. R. 3240.

We have a membership of very close to 700,000 with all this membership within the United States of America, with an exception of a few thousand members in Canada, a few in Alaska and in the Hawaiian Islands.

Certainly we would advocate nothing that would be injurious to our American people, or that we honestly believe would not be helpful to our country. Our first interest is the United States, but in order to continue the prosperity that we have enjoyed and the standard of living which we have established for all the people, especially the workers, we must help the other nations of the world.

From what I saw in England two years ago, and I have every reason to believe that other countries have been ravished and destroyed almost as much as England, I believe that Europe will not get back on its feet or be in any way able to take care of itself for the next three or four years.

Consequently, if we can help them now during that period of awful uncertainty and privation which is confronting them, I think that we will be indirectly helping ourselves.

No nation can continue to be successful with all the nations of the world in a condition of poverty and despair. This reciprocal trade agreement does not mean striking down the protective tariff laws of our country. If I understand it, it means that our

departments of government, under the direction and approval of the President of the United States, by the enactment of this bill, will be given the right and the power to enter into trade agreements with other friendly nations that may need some of the products of which we have surpluses, and in exchange give us some of the products which they manufacture or produce and which we may need.

In addition to this it will be utterly impossible for European or Asiatic countries to get back on their feet in three years, which embraces the life of this bill.

In order to save the world from destruction in recent years we have been called upon to offer up the best blood of our nation. In addition to this, I think I have read in the paper from a report by the secretary of the treasury, that it will cost 300 billion dollars to pay the expense of this war.

We have generations yet unborn who will be paying part of the expense of this conflict. Three hundred billion dollars and hundreds of thousands of lives is an awful price to pay, but the price is not too great to preserve the civilization and the liberties that we have enjoyed in this country.

We are laying the foundation for the future of our children and our grandchildren. Then, if we can help those suffering people in Europe and other parts of the world who have been destroyed by the monsters who have caused this war, to come back on their feet, to re-establish themselves in life, by the exchange of our goods, it seems to me that that is a small price to pay.

It also seems to me that it will bring its own reward, in not only helping those people in other nations whose industries

have been destroyed, but it will be helpful to us because when we lift up other men or nations that have been crushed or have fallen, we will indirectly help ourselves.

We are assuring the world that we are no longer blind to the necessities of other people or to our duties and responsibilities as free men.

Why are the trade unions of America and England so anxious to help the working people of those other countries?

The answer is that if we can raise the standard of wages and living in other countries we are protecting our own standards.

Poverty and slavery in any country is a danger to another country.

We must exchange goods as contemplated and intended by this bill. Many of those countries over there have no money, or very little money, with which to trade.

I think that I can safely trust trading of this kind to the leaders of our government. Certainly they won't take in exchange for some of the things of which we have a surplus in our country, products that would destroy business and production of our own nation or the welfare of our people.

If we find that they have betrayed a trust, well, you know, gentlemen, that this is not a monarchy. We have an election here every four years whether there is a war or or no war and those people in public office who betray the masses of our citizenship can be removed from office by our citizens.

That is the reason that in addition to our business qualifications and our understanding of the needs of our own people, this other check of the franchise which we enjoy makes me feel safe in advocating the enactment of this legislation to run only for three years in the interest, first, of civilization, and as a duty to our fellowmen in other countries who have been robbed and ravished as a result of the war and who cannot possibly come back to the normal conditions of business life without outside aid.

I have heard it said for many years that a high protective tariff created better working conditions and better wages. I distinctly remember that the highly protected industries, the textile industry of New England, as an instance, paid the lowest wages and had controlling them the most bitter of labor haters of any industry in the nation, and so it was with many other highly protected industries.

Many years ago I dispelled from my mind the thought that high protective, restricted tariffs were a guarantee to working men of either good wages or freedom of action.

Although I lost some faith in high protective tariffs I do not at all advocate or believe in free trade, and because this is not a free trade act I therefore favor its enactment. As I have stated before, it is merely a trading or exchange act for a short period of time, which may not even cover the period of reconstruction or reconversion in those countries that have been mostly destroyed by the war.

By the end of three years, if there is need for further continuation of this act, then let our legislators and our citizenship at that time decide for themselves on a further extension of this law, if it is necessary.

But I repeat, that it seems to me from what I have seen and what I have been able to gather from my sources of information, that it will be utterly impossible for Europe or other parts of the world to come back to anything like a normal condition within the next three years.

It is my opinion that the American people, who have expended so much in the cause of liberty to save many countries in the world from destruction are anxious that we will continue to help those peoples.

I feel also fully satisfied that the governmental officials and departments having charge of the administration of this law will keep in mind all the time that it is their responsibility to do nothing that will injure American workers or American industry.

Boston Agitator is Expelled

Union Attorney Gives Facts to Legislature

A GREAT DEAL of noise has been made by the press of Boston and other places, condemning Local No. 25 for disciplining one of its members after he was given a fair trial.

The attorney general of Massachusetts, who is not very friendly to labor, also made a lot of noise about this case. This is purely a union matter in which the laws of the general organization have been carried out to the letter. But because of the adverse publicity, we print below a statement made before the joint committee on rules of the Massachusetts legislature by the attorney for the local union, Harold R. Donaghue.

We might say in passing that Donaghue is a Harvard graduate, was an aviator in the first World War, and is the son of a man who was the legal representative of many labor organizations of Boston and at one time a member and business agent of one of the Teamsters' local unions in that city.

Certain newspapers that are so very anxious to take a crack at labor, never publish the good things labor does. For instance, they do not refer to the fact that the International union prevented a general tie-up in Chicago not long ago in the trucking industry, when an independent union endeavored to paralyze the city.

Nor do they refer to the fact that the cause of most of our disagreements with individuals in Boston are a result of the determination of the International and the local Teamster unions to see that the wheels are kept rolling and that our no strike pledge to our government and our country is observed; and that radicalism and Communism shall not prevail, to the end that industry shall not be inconvenienced and business demoralized.

We had a seven-day rump strike in Boston not long ago and unless we enforced the

laws and constitution of the International union it could have spread throughout New England. But those things are forgotten by the anti-labor press, and they espouse the cause, very often, of individuals who have broken their faith and their pledge and their obligation to their union and have done everything in their power to inconvenience our government by agitating stoppages of work and by making statements to injure the union, which is a direct violation of their contract with the union when they become members.

Following is Donaghue's statement to the Massachusetts legislators:

"Local No. 25 welcomes this, its first opportunity to publicly explain the status of the Lorizio case. The facts have been too long withheld from the public.

"Last November certain members of Local No. 25, including Lorizio, interrupted and broke up the regular meeting of the local. On the same day they held a rump meeting and voted an illegal strike which tied up transportation in Boston, causing critical hardship to the public, which is dependent on a continuous flow of supplies of essential food.

"Prompt action and the firm policy of the union officials terminated that illegal strike. Had the union adopted any other policy the strike would have been prolonged. Charges were preferred against the leaders of this rump movement, including Lorizio.

"Trials were held in accordance with the constitution of the union to which Lorizio had subscribed, and certain members were fined, suspended or expelled. Lorizio was found guilty by the executive board of his union and was fined \$250.

"He appealed to the joint council, which, after another trial, affirmed the original decision. Lorizio did not appeal to the executive board of the International union,

as was his right, but instead paid his fine.

"On April 4, the Committee of Labor and Industries held a hearing on two bills; one, a bill to forbid political contributions by labor unions, the other a bill to compel labor unions to make an accounting of income and expenses.

"Lorizio spoke in favor of both bills, as was his right. However, Lorizio made deliberately misleading statements to that committee, including improper insinuations against high state officials, members of the legislature and representatives of his local union.

"Specifically, Lorizio charged that he had been fined \$250 because he had asked for an accounting of union funds. The union has ample evidence to prove that Lorizio never made a request for an accounting. His original conviction was based upon his obscene language at the November meeting of the union, his part in breaking up that meeting and in calling and holding the rump meeting.

"Lorizio's conduct before the legislative committee was the subject of discussion at the next union meeting. As a result, charges were preferred against him, not because he favored the bills but because of his misleading statements before the committee and his violation of the obligation of secrecy.

"Lorizio apparently brought the written charges to the attorney general, who promptly gave them widespread publicity, together with a fanciful and misleading story to the effect that Lorizio was being denied freedom of speech, that the conduct of the union in bringing charges against him was in contempt of the legislature and that he, the attorney general, 'was never so mad in his whole life.'

"President Sullivan of the union properly pointed out that freedom of speech was not involved, but that freedom of speech did not constitute 'a license to slander your fellow citizens or to deliberately lie about your union.' He also informed the attorney general that Lorizio would receive an impartial trial in accordance with the constitution of

the union, or if Lorizio thought otherwise, there was always an appeal to our courts, where his rights would be fully protected.

"Shortly thereafter the press carried items to the effect that the attorney general had unsuccessfully tried to have the officers of the union brought before the bar of the House for contempt. It was also intimated in the press that, as that attempt was not successful, the attorney general proposed to seek a legislative investigation of the union, and this I assume is why we are here.

"On April 27 the charges against Lorizio were heard before the union executive board. A stenographic record of the proceedings was made. After a full hearing, Lorizio was found guilty by unanimous vote of the board, and was ordered expelled.

"The announcement of his expulsion was made the day following the rejection of the two bills in question by the House of Representatives. This decision, however, came several days before the rejection of the bills by a roll call vote. Immediately after his expulsion, Lorizio appealed to the joint council, and a new trial before this body will be accorded him.

"After Lorizio had been found guilty by the union executive board, he issued a statement to the press charging that he had been denied counsel, that he had been denied a stenographer, that Trustee Jennings had testified against him and that he had been convicted by a kangaroo court.

"Lorizio was not denied counsel. Lorizio could have been represented by any one of his fellow members. The constitution is explicit on this point. It provides — 'He may select a member of his local to represent him in the presentation of his case.' Furthermore, Lorizio objected to a court stenographer's taking the proceedings verbatim. Moreover, at the request of Lorizio, Jennings did not testify.

"In short, that is the history of the Lorizio case. He claims he has been expelled from union membership 'for life.' Nothing is further from the truth. His expulsion was no different from the expulsion of a

member of any fraternal organization. He may apply for membership in any union at any time he wishes to do so. It is fair to say that Local No. 25 has no interest in whether or not Lorizio joins any other union. It is fair to say also that if Lorizio's expulsion stands, he is at liberty to obtain readmission to Local No. 25 whenever he can convince not the officers but the members of Local No. 25 that he should again be made a member.

"Lorzio has an appeal from the decision of the executive board of his local union to the executive board of the joint council, and from the executive board of the joint council to the executive board of the International union, and from the executive board of the International union to a convention.

"The union's procedure relative to trials and appeals has been a matter of judicial determination and has been approved by the supreme judicial court of Massachusetts in the case of Becker vs. Calnan, 313 Mass. 625. The same general procedure has been approved by our supreme judicial court in other cases involving labor unions.

"It appears, therefore, that Lorizio has

not been dealt with unfairly, and that his rights have been and will be protected.

"It further would appear that this proposed investigation was initiated by the attorney general, who we believe was induced to call the case to the attention of the Legislature by reason of misinformation furnished him by Lorizio.

"Local No. 25 does not believe that this committee, after being informed of the facts, will consider that the time of the legislature or the money of the commonwealth should be spent to coerce the union into rendering immune from punishment a member who was in large part responsible for a disastrous and wholly unauthorized strike, who has deliberately misled a committee of the legislature, has insulted its members and vilified the officers of his union.

"Lorzio has not exhausted his appeals within his organization and the courts of Massachusetts have not passed upon his case.

"In the meantime Local No. 25 believes that this committee should not attempt to substitute itself by indirection for the judicial branch of the government at anyone's request."

Another Tank-Riding Officer Decorated

For heroism in Luxemburg and Germany, Capt. William H. Chamberlin of Local No. 85, San Francisco, has been awarded the Silver Star and the Oak Leaf Cluster.

The Silver Star was awarded for gallantry in action in Luxemburg on December 23 and 25, 1944. On the first day, Chamberlin, commanding a rifle company of the 80th Division, repulsed a German tank-infantry counter attack against American positions. He did so by organizing rocket-launcher teams in strategic positions which blasted the Germans back.

On Christmas Day, "he again distinguished himself by riding a tank into battle and from this exposed position directed

accurate and effective fire on the enemy," according to the official citation.

The account of a similar heroic exploit by another tank-riding Teamster, Lieut. Raymond Zussman of Local No. 337, Detroit, was carried in the June issue of this publication.

The Oak Leaf Cluster was awarded Capt. Chamberlin for "outstanding leadership" on February 7, 1945, during the crossing of the Our river into Germany. In spite of heavy enemy artillery fire he successfully directed the crossing and personally led each attack on the fiercely defended German pill boxes. His conduct exemplifies "the highest traditions of the armed forces of the United States," the citation stated.



Six commissioned officers, three captains and three lieutenants, figure in the war news from Teamster locals this month. This illustrates that much of the battle leadership is being supplied by the members of this union. All these Teamsters won their commissions by the display of outstanding ability.

The heaviest casualties this month were reported by Local No. 812 of New York City, with eight deaths, seven in battle and one in line of duty.

Local No. 150 of Sacramento, Calif., was a close second with seven deaths, four in action and three in air corps tragedies in this country.

All secretaries are asked to complete their reports on the sacrifices by men who went into service from their unions. The Teamsters have been in the thick of every battle on every war front. They have written a glorious chapter in the defeat of Germany.

The least the rest of us can do is to see that these brave men are known and are given recognition for their valor so that the world may know what Teamsters did to keep the torch of liberty alight at a time when it was burning low and threatening to go out.

Killed in Action

W. C. BREWER, Local No. 327, Nashville, Tenn. Killed in Germany with the 101st Infantry, Third Army.

SGT. MILTON BROWN, Local No. 559, Hartford, Conn. In Germany.

PFC. JOSEPH BUCKOWSKY, Local No. 807, New York City. No details.

CPL. STEPHEN CHESLAK, Local No. 812, New York City. In France.

LIEUT. EDWARD F. CONNOLLY, Local No. 421, Dubuque, Ia. In the Army Air Force, Connolly was shot down in the European theatre.

LIEUT. GEORGE COPPENRATH, Local No. 170, Worcester, Mass. In Germany.

PVT. HARRY J. CZARNECKI, Local No. 676, Camden, N. J. Originally reported missing in the North African campaign, Czarneski is now found to have been killed in action.

CAPT. J. W. DEAM, Local No. 812, New York City. In European theatre.

S/SGT. FRED R. DOUGLAS, Local No. 421, Dubuque, Ia. Killed in action with the Army Air Forces over Attleborough, England.

WILBUR E. EDGMON, Local No. 150, Sacramento, Calif. On Saipan.

T/SGT. JOHN P. EUBANK, JR., Local No. 929, Philadelphia, Pa. In crew of 8th Air Force bomber shot down over England, with loss of all on board.

JOHN EYLER, Local No. 355, Baltimore, Md. No details.

FIREMAN 1/C GEORGE FRANCO, Local No. 85, San Francisco, Calif. In naval action.

PFC. ELWOOD GILTON, Local No. 830, Philadelphia, Pa. In Italy.

JOSEPH GLANOVSKY, Local No. 559, Hartford, Conn. No details.

NATHAN GOLDSTEIN, Local No. 702, Chicago, Ill. On Okinawa.
HERBERT GUNDEL, Local No. 807, New York City. No details.
PFC. THEODORE GUZOSKI, Local No. 812, New York City. In Italy.
JOHN W. HOBDAV, Local No. 150, Sacramento, Calif. No details.
PVT. STEVE HUMANICK, Local No. 812, New York City. In Germany.
CPL. ISADORE KABALKIN, Local No. 812, New York City. In European theatre.
WILLIAM LAVERY, Local No. 150, Sacramento, Calif. In the Army Air Corps,
Lavery was killed in Italy.
CPL. GEORGE MARCHUK, Local No. 812, New York City. In France.
SGT. JOHN T. MARTIN, Local No. 628, Philadelphia, Pa. Killed in Sicily with the
9th Division. He received a French citation for bravery in the North African
campaign and for similar bravery in Sicily he was awarded the Silver Star and
Purple Heart posthumously.
CPL. W. J. MILLS, Local No. 822, Norfolk, Va. In France.
SGT. ROBERT PRICE, Local No. 812, New York City. In France. He is the second
Teamster of the same name to be killed in action. The other Robert Price belonged
to Local No. 469 of Trenton, N. J.
HARRY V. SCHAEGLER, Local No. 150, Sacramento, Calif. In Italy.
WATER TENDER 2/C JOHN ADER, Local No. 830, Philadelphia, Pa. In naval
action in French waters.
SGT. JOHN G. WOODARD, Local No. 845, Albert Lea, Minn. He was serving in
the newly formed 15th Army and was killed in Germany.

Died of Wounds

LIEUT. ROBERT G. ABRAHAM, Local No. 544, Minneapolis, Minn. In France.
SEAMAN 1/C JOHN WILLIAM HOLT, Local No. 158, Brownsville, Pa. In Pacific.
PFC. GOETENO MINNETTE, Local No. 249, Pittsburgh, Pa. In the glider infantry,
Minnette was wounded in Belgium and died later in England.

Killed in Service

WILLIAM HENRY, Local No. 150, Sacramento, Calif. In the Army Air Corps,
killed in Colorado.
PFC. LOUIS LEVINE, Local No. 812, New York City. In England.
EDWARD NANCK, Local No. 804, New York City. In Newfoundland.
ELVIN ROBERTS, Local No. 150, Sacramento, Calif. In Texas, in Air Corps accident.
RAY G. SOULES, Local No. 150, Sacramento, Calif. In Army Air Corps, killed in
Missouri.

Wounded in Action

PFC. CLAYTON L. BIGGAR, Local No. 49, Lowell, Mass. On Luzon.
CAPT. CHARLES EDWARD BYRON, Local No. 438, Kankakee, Ill. See page 18.
J. A. ELAM, Local No. 310, Tucson, Ariz. In naval action.
PFC. ROBERT FISHER, Local No. 438, Kankakee, Ill. In Germany.
CPL. VICTOR KLINGLE, Local No. 830, Philadelphia, Pa. In Belgium.
PVT. LOUIS NEUHAUS, Local No. 742, Chicago, Ill. In Germany.
PVT. ROGER PAGERY, Local No. 294, Albany, N. Y. In Germany.
PFC. WILLIAM H. QUINN, Local No. 478, Newark, N. J. In France.

ART TUGGLE, Local No. 544, Minneapolis, Minn. Lost a leg in Germany and now recuperating in Arizona. His former employer has notified him his job is waiting for him.

Decorated for Bravery

CAPT. WILLIAM H. CHAMBERLIN, Local No. 85, San Francisco, Calif. See page 29.

CPL. RAYMOND I. FORD, Local No. 49, Lowell, Mass. Awarded Silver Star for bravery in the Philippines with the 38th Infantry, the "Avengers of Bataan." He has been wounded twice.

T/SGT. PAUL W. GENNETT, Blackwood, N. J. Awarded Silver Star for rescuing a wounded comrade on Saipan a year ago and for "outstanding qualities of leadership" displayed two days later when placed in command of his platoon of the 27th Division.

FIRST SGT. FREDERICK W. GRASSER, Local No. 438, Kankakee, Ill. Has just been presented Bronze Star for heroism on Guadalcanal in the first army action against the Axis on any front.

S/SGT. ROSS RITTO, Local No. 118, Rochester, N. Y. Flight engineer on a flying fortress, Ritto was awarded the Air Medal while a prisoner of the Germans after his plane was shot down.

GUNNER'S MATE 1/C WILLIAM A. SHELDON, San Jose, Calif. A member of a submarine crew, Sheldon was awarded the Silver Star for remaining on deck under heavy enemy fire to rescue two pilots whose planes had been shot down by the Japs.

Blood Banks Organized for New York Unions

Establishment of blood banks for 45 Teamster locals in the Metropolitan area of New York and New Jersey is being undertaken by Edward J. Madden, chairman of the Blood Bank of Queens County, Inc., New York.

The idea of the blood banks is to see that blood of the right type is available to members of the union in any emergency. As a part of the blood program, all members of the unions have their blood typed so that in case a member is injured under circumstances where a transfusion, rather than plasma, is necessary, another member with the right type of blood can be instantly located.

Madden's plan extends to civilian life the remarkable advances made by medical

science in the treatment of men critically wounded in battle.

He has been so successful with his Queens County Blood Bank in New York City that the Kings County Medical Society and the Academy of Medicine in Brooklyn have requested him to set up a similar blood bank.

Madden's plan was submitted to International Teamster headquarters and approved. He was sent a list of Teamster locals in Greater New York with the names and addresses of their secretaries.

This plan in no way takes the place of the Red Cross collection of blood for wounded soldiers, sailors and marines. It is in addition to that. One is for the home front. The other is for the battle front. Both should be supported.

Remember the apple salesmen on the street corners? That was the Republican way of solving unemployment.—*The Ohio Teamster.*

We Wage War Politely

THE army and navy have done a remarkable job in handling the millions of civilians out of whom fighting men had to be made in the shortest possible time.

They maintained production of finely-trained soldiers, sailors and marines and they are winning the war faster than we thought it possible to do.

Generally speaking, ranking officers have not been harsh in their discipline, at least not for offenses against the government of the United States.

But for imaginary offenses against the governments of Germany and Japan, they have gone nuts, in at least two instances.

The ridiculous sentence of two years at hard labor and a dishonorable discharge for the soldier who struck nine rebellious German prisoners with his fist, is one of these instances.

It is commendable that the army corrected this mistake of a stupid court-martial. The soldier who socked the Germans had been through bitter fighting. He had seen how American prisoners of the Germans had been tortured and murdered. And when German prisoners became unruly, he spoke to them in the language they understand best.

He should have been promoted instead of prosecuted.

And now the navy announces it will court-martial a young submarine commander who sank a Jap relief ship by mistake. Is there no end to this silly business?

According to press reports the Jap ship was responsible for her own hard luck. She was off her course and was improperly lighted. Possibly it was a suicide ship trying to be sunk in order to justify the attack on several well lighted allied hospital ships by the Japs.

But why should the navy get so excited about it? What if one of our submarine commanders did fire too fast? You have to fire fast in that business or you don't fire at all.

The men who man our submarines are heroes who have paved the way for our victories in the Pacific by the vast Jap tonnage they have sunk, at great risk to themselves.

Does the navy want to make our submarine commanders so cautious they will not sink so many Jap ships? Does it want them to hold their fire so long that our subs will be sunk by enemy warships disguised as relief ships?

We are fighting an enemy that has violated every rule of civilized conduct. Why should we suddenly get so technical?

We think the desk officers who are talking about court-martialing this young submarine commander should be assigned to submarine duty themselves. Things might look a lot different to them—through a periscope.

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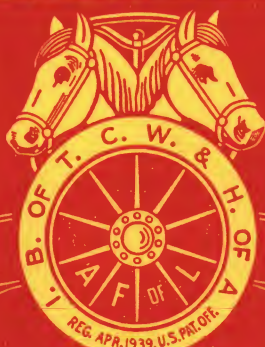
JOHN M. GILLESPIE, Secretary

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